

CHINA



MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 4990.

號五月七年九十七百八千一英

HONGKONG, SATURDAY, JULY 5, 1879.

日六十月五年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTOR, Ludgate Circus, E. C. BATES, HENDY & CO., 1, Old Jewry, E. C. SAMUEL DRACON & CO., 100 & 104, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 19, rue Monsieur, Paris.

NEW YORK:—ANDREW WILD, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTOR, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—DRAFF & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & CO., Square, Singapore. C. HEINSEN & CO., Malacca.

CHINA:—MACAO, MESSRS A. A. DE MELLO & CO., Suvaia, CAMPBELL & CO., Amoy, WILSON, NICHOLLS & CO., Foochow, HENDER & CO., Shanghai, LAKE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LAKE, CRAWFORD & CO.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,300,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—HON. W. KESWICK.
E. R. BEILIOS, Esq. WILHELM REINERS, Esq.
H. L. DALRYMPLE, Esq. F. D. SASSOON, Esq.
H. HOFFMUS, Esq. W. S. YOUNG, Esq.
A. MOLVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EMMET CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 15, 1879.

NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Foochow will be CLOSED and WITHDRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, and transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT,
p. Manager.

Oriental Bank Corporation,
Hongkong, May 28, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th APRIL, 1863.

CAPITAL FULLY PAID-UP, £3,200,000.
RESERVE FUND, £300,000.

HEAD OFFICE—14, RUE BERGEE, PARIS.

AGENCIES AND BRANCHES at:

LONDON, BOUEN, SAN FRANCISCO, MARSEILLE, BOMBAY, HONGKONG, LYON, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHEW.

LONDON BANKERS:

THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOULLEMONT,
Manager, Shanghai.

Hongkong, May 20, 1879.

Banks.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—

For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. " "
" 3 " 2 per cent. " "

H. H. NELSON,
Manager.

Hongkong, May 31, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £280,000.
RESERVE FUND, £150,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

ON CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

NOTICES OF FIRMS.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. CHAN HING WO in our Firm CEASED on the 21st day of January, 1879.

MAN FOOK SING HONG,
60 and 62, Bonham Strand.
Hongkong, June 6, 1879. jy6

NOTICE.

MR. NGAN FOOK HOP was admitted a PARTNER in our Firm on the 22nd day of January, 1879.

MAN FOOK SING HONG,
60 and 62, Bonham Strand.
Hongkong, June 6, 1879. jy6

NOTICE.

MR. JAMES ANDERSON, formerly Manager of the Foochow Dock, has this Day been admitted a Partner in our Firm.

J. INGLIS & Co.,
Victoria Foundry, Wanchai.
Hongkong, April 1, 1879. jy8

NOTICE.

FROM the 1st JULY, 1879, our Business in Hongkong will be CONDUCTED under the Firm or Style of NORONHA & Co., and at Shanghai under that of NORONHA & SONS.

MR. A. J. NORONHA is authorised to Sign our Firm in Hongkong per Procuration.

NORONHA & SONS.
Hongkong, July 4, 1879. jy18

Intimations.

NOTICE.

OUR OFFICE has To-day been REMOVED to 8, Praya Central.

REISS & Co.
Hongkong, July 1, 1879. jy15

WANTED for the SALES of HORN & STEWARD. Apply to the Under- signed.

H. G. THOMSETT,
Hon. Secretary.

Hongkong, July 4, 1879. jy18

NOTICE.

SUN SHING has REMOVED to No. 62, QUEEN'S ROAD, Opposite the CHARTERED BANK.

Hongkong, June 24, 1879. jy24

NOTICE.

HONGKONG COMMERCIAL EXCHANGE.

THE EXCHANGE ROOMS in MARINE HOUSE, QUEEN'S ROAD CENTRAL, are open Daily for the use of MEMBERS from 9 a.m. to 6 p.m.

Special Days—TUESDAYS and FRIDAYS, from 12 to 12.30 and 4 to 4.30 p.m.

Applications for admission as Members to be addressed to

E. GEORGE,
Secretary.

Hongkong, June 18, 1879.

Intimations.

EX LATE ARRIVALS.

CHILDREN'S BOOKS, Latest Editions.

CAVENDISH ON WHIST.

POLE'S THEORY OF WHIST.

WALKER'S CORRECT CARD.

BALBRIGGAN UNDERSHIRTS (A Novelty).

WIRE RAT TRAPS.

BULL'S EYE LANTERNS.

BATH SPONGES.

WHITE BRO'S PORTLAND CEMENT.

LAWN TENNIS BATS, BALLS, and NETS.

LAWN BOWLS, QUITS and OTHER GAMES.

Scotch Home-made JAMS and JELLIES.

PHOTOGRAPHIC ALBUMS.

ICE PITCHERS and PAILS.

AUTOMATON UMBRELLAS.

French BOOTS and SHOES.

English BOOTS and SHOES.

CHRISTY'S BLACK and DRAB HATS.

"YOU DIRTY BOY."

CORE'S GOLDEN CLOUD TOBACCO.

American GOLDEN LEAF TOBACCO.

Well-Seasoned CIGARS.

MEERSCHAUM PIPES and CIGAR TUBES.

POCKET-KNIVES.

QUININE.

CONSTABULARY REVOLVERS.

SPIRIT LEVELS.

New Style CHIT BOOKS.

LANE, CRAWFORD & Co.

Hongkong, June 19, 1879.

HONGKONG & CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 1st to the 10th Proximo, both days inclusive.

A. NEWTON,
Manager.

Hongkong, June 19, 1879. jy10

KELLY & WALSH,

PUBLISHERS, BOOKSELLERS, STATIONERS,

TOBACCONISTS & NEWS AGENTS.

BEG to intimate that they will Open a BRANCH ESTABLISHMENT in MARINE HOUSE, QUEEN'S ROAD CENTRAL, Hongkong (next door to the Exchange).

MR. WALTER BREWER will SIGN per Procuration.

Shanghai, June 1879. jy10

G. FALCONER & Co.,

WATCH and CHRONOMETER MANUFACTURERS,

AND

JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

46, Queen's Road Central.

Hongkong, June 20, 1879. jy20

NOTIFICATION.

NOTICE is hereby given that a Section, about 64 miles, of the Company's GUTZLAFF NAGASAKI CABLE has been RE-LAID from the South to the North of the PARKER, SADDLES and BARKER ISLANDS in a curve from GUTZLAFF to the NORTH SADDLE, running along ELLIOT, CHERNEY and SIDE SADDLE, about 1 mile distant, and from the NORTH SADDLES LIGHT, bearing South, 1 mile distant, in an E. by S. direction about 31 miles, passing the BARKER ISLANDS until these bear W. 3 N. distance 6 miles, when the Cable is again spliced into the old Line running in a straight line about E. N. E. till midway between PALLAS ROCK and MEASIMA (Asses Ears) on the coast of Japan.

GEORGE J. HELLAND,
General Agent.

GREAT NORTHERN TELEGRAPH COMPANY,
HEAD OFFICE, Shanghai, June 20, 1879. jy30

NOTICE.

THE Undersigned has established himself at the premises formerly occupied by LAMBERT, ATKINSON & Co., a dealer in

AUCTIONEER, APPRAISER

AND

COMMISSION AGENT.

ALL GOODS entrusted for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMBERT.

Hongkong, July 1, 1879.

DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI during the Summer Months, leaving HONGKONG on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

NOTICE.

FROM the 1st of OCTOBER, DR. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1878.

NOTICE.

AT A MEETING of the CONSULTING COMMITTEE of the HONGKONG FIRE INSURANCE COMPANY and the DIRECTORS of the CHINA FIRE INSURANCE COMPANY Held on the 20th Instant, the following Resolution was carried unanimously:—

"It is agreed between the Hongkong Fire Insurance Company and the China Fire Insurance Company, that on and after the 1st JULY Proximo, a CASH DISCOUNT of 20 PER CENT. be allowed upon all Premia, whether Contributed by SHAREHOLDERS or NOT, in lieu of the ANNUAL BONUS hitherto declared after the Closing of each Year's Accounts."

By Order,

For the Hongkong Fire Insurance Co., Limited,

JARDINE, MATHESON & Co.,
General Managers.

For the China Fire Insurance Co., Limited,

JAMES B. COUGHTRIE,
Secretary.

Hongkong, June 26, 1879.

HONGKONG HUMANE SOCIETY.

VOLUNTEERS are earnestly requested to ENROLL themselves on the LIST of the above named Society, as the TYHOON SEASON is at hand, and more Working Members are necessary.

Kindly send Name and Address to the HONORARY SECRETARY.

Blue Serge Shirt, Helmet, and Life Belt supplied Free of Charge.

P. H. EMANUEL,

Hon. Secretary, Daily Press Office.
Hongkong, July 2, 1879. an2

TAKASIMA MINE.

NOTICE.

MR. NAKAHARA KUNINOZUKE has been appointed my Sole AGENT for the sale of all COAL produced from the TAKASIMA MINE, and all Purchases of such Coal must be made through him and his representatives on and after the 16th Instant.

GOTO SHOJIRO.

Nagasaki, June 13, 1879.

ON and after the 16th Instant, my Representatives for the SALE of all COAL produced from the Takasima Mines will be

At Nagasaki,

MR. RYLE HOLME.

At China Ports,

Hongkong and Elsewhere,

Messrs JARDINE, MATHESON & Co.,
Or their Agents.

NAKAHARA KUNINOZUKE.

Nagasaki, June 13, 1879.

YANGTZE INSURANCE ASSOCIATION.

NOTICE.

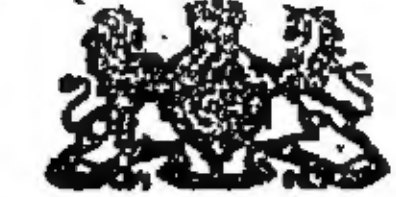
IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. on the NET PREMIA CONTRIBUTED, payable at our OFFICE on and after the 15th Instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors,
RUSSELL & Co.,
Agents.

Hongkong, May 5, 1879.

Intimations.



SEALED TENDERS will be Received by the Undersigned until Noon, on TUESDAY, the 8th July, for LAYING about 2,400 feet of CAST IRON WATER PIPES (the Pipes to be provided by Admiralty) from the Reservoir on the Hill behind Naval Hospital, Mount Shadwell, to the Hospital Buildings, and for FIXING FIRECOCKS, HYDRANTS, &c., in connection with the Same, according to Plans and Particulars which may be seen on Application at this Office.

JOHN BRENNER,
Naval Storekeeper.

H. M. Naval Storekeeper's Office,
Hongkong, 1st July, 1879. jy8

NOTICE.

VICTORIA DISPENSARY.

THE Undersigned begs to inform his Friends and the Public generally that he has engaged the Services of a THOROUGHLY QUALIFIED EUROPEAN ASSISTANT, who will attend solely to the DISPENSING DEPARTMENT, hoping thereby to merit in a greater degree their Confidence and Patronage.

WM. CRUCKSHANK.

Hongkong, June 26, 1879. jy26

THE Undersigned have been appointed SOLE AGENTS for Hongkong and China for the Sale of their LEAD by the MEYERBACH MINING SOCIETY.

MEYER & Co.

Hongkong, June 27, 1879. se27

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHEW.

The Steamship "DOUGLAS," Capt. YOUNG, will be despatched for the above Ports on SUNDAY, the 6th Inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.
Hongkong, July 3, 1879. jy6

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE.

Taking Cargo and Passengers for all Australasian and New Zealand Ports, TASMANIA, NEW CALEDONIA & FIJI.

The Company's Steamship "QUEEN," due here in a few days, will receive prompt despatch as above.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.
Hongkong, July 2, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANANIS," Command. DE LA MARCELLE, will be despatched for SHANGHAI shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 1, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "AMAZONE," Commandant LOZMEZ, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
in Quarts and Pints.
GIBB, LIVINGSTON & Co.
Hongkong, May 26, 1879.

FOR SALE.

(To close a Consignment.)

A Few Cases **RUINART'S** well-known
CHAMPAGNE, at
\$10 per Case of 1 dozen Quarts.
\$11 per Case of 2 " Pints.
LANE, CRAWFORD & Co.
Hongkong, June 17, 1879. j17

SELLING OFF.

AS it is necessary to Effect a COM-
PLETE CLEARANCE by the end
of the present month, The whole of
LAMBERT ATKINSON & Co.'s

REMAINING

VARIED STOCK,—

comprising:

FAMILY STORES.
WINES.
SPIRITS.
ALLES.
STATIONERY.
BOOKS.
ELECTRO-PLATED WARE.
GLASSWARE.
GROCERY.
SHIPCHANDLERY.
&c., &c., &c.

Will be sold at **FURTHER GREATLY RE-
DUCED PRICES.**
Hongkong, June 4, 1879. —

NOW READY.

A **CHINESE DICTIONARY** IN THE
CANTONESE DIALECT. Parts I.
and II. A to M, with Introduction. Royal
8vo., pp. 404.—By **ERNEST JOHN EITEL**,
Ph.D. Tubingen.
Price: Five Dollars, of Two Dollars
AND A HALF per Part.
To be had from Messrs **LANE, CRAWFORD
& Co.**, Hongkong and Shanghai; and Messrs
KELLY & WALSH, Shanghai.
Hongkong, March 1, 1878.

TO LET.

TO LET.

ON MARINE LOT No. 65, formerly
known as the "Blue Houses,"
Praya East—A GROUND FLOOR and
A FIRST FLOOR, either separately or
together. Also, TOP FLOOR of No. 3,
FIRST-CLASS GRANITE GODOWNS.
Apply to **MEYER & Co.**
Hongkong, June 3, 1879.

TO LET.

(On Pedlar's Wharf.)

OFFICES, fronting the Harbour, and
GODOWNS; with possession from
the 1st of July next.
Apply to
G. R. LAMBERT.
Hongkong, June 14, 1879.

TO LET.

HOUSES—No. 9, ZETLAND STREET,
and No. 7, FEDDER'S HILL.
DAVID SASSOON, SONS & Co.
Hongkong, April 29, 1879.

TO LET.

OFFICES in CLUB CHAMBERS,
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, April 8, 1879.

"ROSE VILLAS"—FURNISHED OR
UNFURNISHED,
BONHAM ROAD.
WITH Large TENNIS LAWN.
Apply to
SHARP & DANBY,
No. 3, Queen's Road Central,
late Messrs E. D. SASSOON & Co.
Hongkong, May 10, 1879.

TO LET.

MARINE HOUSE—WEST,
SECOND FLOOR and a GODOWN.
OFFICES in Queen's Road, now under
the occupation of Messrs WILSON & BIRD,
and Messrs DAVIS & Co.

Also,
OFFICES and GODOWN in DUNDRELL
STREET.
Apply to
E. R. BELLIOS.
Hongkong, May 21, 1879.

RAILS.

RAILS.

STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MEDI-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON (Direct);
ALSO
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
KREDIE, Captain J. D. STEWARD, will
leave this on TUESDAY, the 15th July, at
Noon.

For further Particulars, apply to
A. MEYER, Superintendent.
Hongkong, July 1, 1879. j19

RAILS.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAYD, NAPLES, AND
MARSEILLES;
ALSO
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON TUESDAY, the 8th of July,
1879, at Noon, the Company's
S. S. **AVA**, Commandant **ROLLAND**,
with **MAILS, PASSENGERS, SPECIE,**
and **CARGO**, will leave this Port for the
above places.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted until
Noon.
Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m. on
the 7th of July, 1879. (Parcels are not
to be sent on board; they must be left
at the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, June 25, 1879. j18

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **CHINA**
will be despatched for San Francisco,
via Yokohama, on TUESDAY, the 15th
July, at 3 p.m., taking Passengers, and
Freight, for Japan, the United States, and
Europe.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
On Through PASSAGES TO EUROPE,
A REDUCTION OF TWENTY PER
CENT from Regular Rates is granted to
OFFICERS of the ARMY and NAVY,
AND MEMBERS of the CIVIL and
CONSULAR SERVICES in COMMISS-
SION.

Freight will be received on board until
4 p.m., the 14th July. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.
Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, June 30, 1879. j15

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. **OCEANTO** will be despatch-
ed for San Francisco via Yokohama,
on or about August 1st, 1879, at 3 p.m.,
taking Cargo and Passengers for Japan,
the United States, Mexico, Central and
South America, and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.
Freight will be received on Board until
4 p.m. of the 31st July. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.
A REDUCTION is made on RETURN PAS-
SAGE TICKETS.
Consular Invoices to accompany Overland
Cargo, Mexican, Central and South American
Cargo, should be sent to the Company's
Offices addressed to the Collector of Customs,
San Francisco.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent.
Hongkong, July 8, 1879. aul

INSURANCES.

SWISS LLOYD
TRANSPORT INSURANCE COMPANY
OF WINTERTHUR.

INSURANCES granted on MARINE
RISKS to all parts of the World.
MEYER & Co., Agents
Hongkong, June 8, 1879. j1860

SCOTTISH IMPERIAL INSURANCE
COMPANY.
FIRE AND LIFE.

INSURANCES against FIRE granted at
Current Rates. Considerable Reduc-
tion in Premium for LIFE Insurance in
China.

MEYER & Co., Agents.
Hongkong, June 2, 1879. j1860

INSURANCES.

ROYAL INSURANCE COMPANY.
THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.
MELOHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER
—of—
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.
ESTABLISHED 1800.
CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

CHINESE INSURANCE COMPANY,
(LIMITED.)
NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profit,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,
Secretary.
Hongkong, December 9, 1878.

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Vessels in Harbour, at the usual Terms
and Conditions.

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ceived, and transmitted to the Directors
for their decision.
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first class Lives up to £1000 on a Single
Life.
For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1867.

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MANCHESTER AND LONDON.

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and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

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COMPANY, LIMITED.
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AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saijon and Penang.

Risks accepted, and Policies of Insurance
granted at the rate of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHERIE,
Secretary.
Hongkong, November 1, 1874.

NOTICES TO CONSIGNEES.

FROM LONDON AND SINGAPORE.
THE S. S. **Glengyle** having arrived from
the above Ports, Consignees of Cargo
are hereby informed that their Goods—
with the exception of Opium—are being
landed at their risk into the Godowns
of the Undersigned, whence and/or from
the Wharves or Boats delivery may be
obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 1
o'clock To-day.
Cargo remaining undelivered after the
9th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, July 2, 1879. j19

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE S. S. **Venice** having arrived from
the above Ports, Consignees of Cargo
are hereby requested to send in their Bills
of Lading to the Undersigned for counter-
signature, and to take immediate delivery
of their Goods.
Cargo impeding the discharge will be at
once landed and stored at Consignees' risk
and expense.

JARDINE, MATHESON & Co.
Hongkong, July 4, 1879. j11

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.
No Fire Insurance has been effected.

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AME (in diamond) Nos. 16/17, Or., 2 cases
T J Flannel, from London.

Ex Djennah.
L (in diamond) 415/21, 7 cases Mer'dise,
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T J L 31 pgs. Nuts, from Singapore.
G. DE CHAMPEAUX,
Agent.
Hongkong, July 3, 1879.

Intimations.

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twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collated
from the journals published at the various
ports in those Countries.

It contains Shipping news from Shanghai,
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The Rainfall of Peking in connection
with the Sunspot Theory.
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Yuen.

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Sanskrit Characters.
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—11:—
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BILLS OF SALE,
LOG BOOKS,
WILLS;
&c., &c., &c.

THE FOLKLORE OF CHINA
BY
N. B. DENNY, Ph.D.

THE following are selected from nume-
rous notices which have appeared in
the London, Continental and Eastern
papers:—

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bringing together and presenting in re-
adable form the hitherto scattered contri-
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mation.—Ill. London News.

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—Naval and Military Gazette.

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mythology.—(Shanghai) Celestial Empire.

Dr. Denny has contributed not a little
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thought of the Chinese people.—North
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Amusing and instructive enough to com-
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The book is one for the general reader;
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a light and pleasant volume.—Shanghai
Courier.

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Pleasantly written and instructive.—
Straits Times.

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interesting researches. He has produced
a very interesting and valuable volume
even if he has not established his theory
—New York Nation.

Representative of the interest and im-
portance of the study of folklore.—London
Tatler.

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the subject with broad ideas and from a
high plane.—New York Evening Post.

Dr. Denny appears to have done his
work with great thoroughness.—Australasian.

Nous savons gré à l'auteur de la peine
qu'il s'est donnée à recueillir des materi-
aux importants.—La République française
(Paris).

Il volume del signor Denny è di quelli
che non si leggono, ma si divorano.—Revista
di Roma.

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interesting subject of Folklore.—Dublin
University Magazine.

For Sale by Messrs. LANE, CRAWFORD
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Intimations.

NOTICE.
THE Interest and Responsibility of the
Undersigned in the Chinese Mail,
華字日報 (Wah Tze Yat Po),
CREATED from the 1st August, 1877.
OHUN AYIN.
Hongkong, April 6, 1878.

NOTICE.
In Reference to the above

Intimations.

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24MAR79 1

The *China Review* for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising *Review*. It is a six-page, bi-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume alone worth the price of the *Review*. Address China Review, Hongkong.—*Northern Christian Advocate* (U.S.).

Trübner's Oriental Record contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as we most respectfully a continuation of *Notes and Queries on China and Japan*, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judged by the number now before us, is intended to occupy a position, as regards China and its neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literary antiquities, and social developments, to nothing, of linguistic studies, has led to accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body among whom a high degree of this scholarship is now assiduously cultivated, and who are severally represented in the number of the *Review* by papers of high creditable to their respective authorities."—a paper on Dr. Legge's *Six King*, by Rev. E. J. Eitel, to which the place of honour is destined, given, an excellent summary is presented of the chronology, problems and arguments involved in connexion with this important work. The translations from Chinese novels and legends are marked by both accuracy and freedom of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. B. is not only historically valuable, but is distinguished by its literary grace. It is distinguished by new books relating to China, the East, which will be a useful feature in the *Review*, if carried out with punctiliousness and detail, we are glad to notice. "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a high degree of literary zeal to that which displayed during the lifetime of its censor in the field, and that the *China Review* may receive the support necessary to its continuance. The publication is expected to appear every two months, at a potential octavo magazine.

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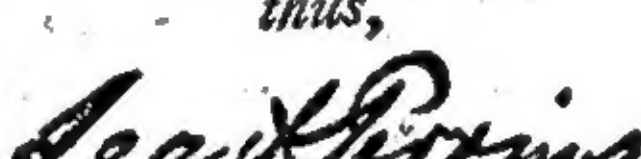
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Hongkong, July 5, 1879. j76

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The Steamship
"HAILONG,"
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spatched for the above Ports
on TUESDAY, the 8th Instant, at Noon,
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NOTICE TO SHAREHOLDERS.

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with the approval of the Consulting
Committee have DECLARED an INTERIM
BONUS and DIVIDEND, of 25 % on Con-
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on account of the year 1878.
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same day; all Parcel Packages should be
marked to address in full; value of same
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Consular Invoices to accompany Overland
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For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Prays Central.
RUSSELL & Co., Agents.
Hongkong, July 5, 1879. j77

To-day's Advertisements.

NOTICE.

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A NINTH RETURN OF CAPITAL
at the Rate of TWO TAELS per
SHARE, will be made to Shareholders at
Record on the 9th July, Payable at the
Office of the Liquidators, on WED-
NESDAY, the 16th July.

Warrants will then be delivered by the
Undersigned to Shareholders, or their
lawful representatives, on presentation of
Share Certificates for Endorsement.
The Transfer BOOKS of the Company
will be CLOSED from the 9th to the 16th
July, inclusive.

By Order,
RUSSELL & Co.,
Liquidators.
Shanghai, July 1, 1879. au5

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debts contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:

VIGILANT, American ship, Capt. John
O. Ross.—P. & O. S. N. Co.
G. O. TRUANT, British ship, Captain G.
Thomas.—Messageries Maritimes.
MONTE ROZA, American ship, Capt. O.
O. Carter.—Borneo Co., Ltd.
CELIA, British 3-m. schooner, Captain
Drew.—Douglas, Lapraik & Co.
MONTANA, German schooner, Captain
Schmidler.—Siemssen & Co.
CANDACE, British 3-m. schooner, Capt.
Candler.—Chinese.

SHIPPING.

ARRIVALS.

July 4, Ningpo, British steamer, 781, R.
Oss, Shanghai July 1, General.—SIEM-
SEN & Co.
July 5, H.M.S. Lapwing, Comr. W. G.
Scott, Yokohama June 25.
July 5, Celia, British 3-m. schooner,
326, Drew, Keelung June 19, Coal.—
DOUGLAS LAFRAIK & Co.
July 5, H. Uppmann, German barque, 357,
Thuen, Bangkok June 12, Rice.—WIEBER
& Co.
July 5, Montara, German schooner, 78,
G. Schmidler, Yalut June 5, Ballast.—
SIEMSEN & Co.
July 5, Hailong, British steamer, 374,
J. C. Abbot, Taiwanfooo July 2, Amoy 3,
and Swatow 4, General.—DOUGLAS LA-
FRAIK & Co.
July 5, Ava, French steamer, 2126,
Roland, Shanghai July 2, Mails and Gen-
eral.—MESSAGERIES MARITIMES.
July 5, Japan, British steamer, 1866, T.
S. Gardner, Calcutta June 19, Penang 26,
and Singapore 27, General.—DAVID SAS-
SOON, SOXS & Co.
July 5, Atalanta, German steamer, 789,
Petersen, Haiphong July 1, and Hoihow 4,
General.—MEYER & Co.
July 5, Candace, British 3-m. schooner,
268, Candler, Saigon June 26, General.—
CHINESE.
July 5, William Phillips, American
barkentine, 692, A. Healy, Bangkok June
26, General.—CHINESE.

DEPARTURES.

July 5, Abbie N. Franklin, for Canton.
5, Charite, for Whampoa.
5, H.M.S. Sheldrake, for Hoihow.
5, Pique, for Canton.
5, Ningpo, for Canton.
5, Hwai Yuen, for Shanghai.
5, Hindostan, for Singapore, Penang,
and Calcutta.
5, Diamante, for Manila.

CLEARED.

Pallas, for Guam.
San Francisco, for Fochow.
Three Brothers, for Quinhon.
Pi De Ma Des, for Bangkok.
Charon Waitana, for Bangkok.
Yangtze, for Ningpo and Shanghai.
Douglas, for Coast Ports.
Me-li, for Hoihow and Haiphong.
Ta Lee, for Whampoa.

PASSENGERS.

ARRIVED.

Per Ava, from Shanghai, for Hongkong,
Messrs Blondel, T. Rankin, P. Reilly,
P. Brian, and 10 Chinese; for Saigon, Mr.
Jenn Marie Messager; for Galle, Rev. Mr.
P. Deboeck; for Malacca, Mr. A. Schreier,
Mr. and Mrs. Johnson, Messrs John W.
Gibb, and O. Poulson.
Per Japan, from Calcutta, 44, Mrs.
Gardner, Mr. Chance, and 287 Chinese.
Per Atalanta, from Haiphong, Mr.
Mar y; from Hoihow, Mr. Rerton, and 76
Chinese.
Per Ningpo, from Shanghai, 457 Chinese.
Per William Phillips, from Bangkok, 2
Chinese.

DEPARTED.

Per Hindostan, for Singapore, 48, Mrs.
Pallaz, Mr. E. Livingston, and 230 Chi-
nese.
Per Diamante, for Manila, Sir Chas. W.
Wolsey, Bart.
Per Hwai Yuen, for Shanghai, 84 Chi-
nese.

SHIPPING REPORTS.

The British steamer Ningpo reports:
Light winds and fine weather to Lamook,
from thence variable winds and thick with
heavy rain.
The British 3-masted schooner Celia re-
ports: Light variable winds and fine weath-
er throughout.
The British steamer Hailong reports:
Left Taiwanfooo July 2nd, experienced light
variable air and heavy rain crossing For-
mosa Channel, and arrived at Amoy on the
8th. In Amoy: S. S. Brooch, Thuan, and
U. S. despatch boat Bangor. Left the
same day for Swatow, had moderate N.E.
breeze and rain, arrived on the 4th. In
Swatow: S. S. Namod and Shikou. Left
the same day, encountered a fresh breeze
from S.E.W. with high sea and occasional
squalls from thence to port. H. M. S. Lap-
wing arrived in Amoy on the 5th.

SHIPPING REPORTS.

The German barque H. Uppmann reports:
On the 27th of June, spoke the German
barque L. K. R. T. from Swann River to
Shanghai, 42 days out, in lat. 23.37 N.,
long. 118.12 E.

The German schooner Montara reports:
Fine weather throughout till to Ballingtang
Strait, thence squally and yesterday heavy
weather and high sea.

The German steamer Atalanta reports:
Left Haiphong July 1st at 10 a.m., arrived
at Hoihow on the 3rd at 3.25 p.m., left
Hoihow on the 4th at 2 a.m., and arrived
at Hongkong on the 5th at 5.30 p.m. Had
light Southern winds and calms with fine
weather throughout; inside Ladrone Islands
very squally.

POST OFFICE NOTICES.

MAILS will close:—

For NINGPO & SHANGHAI.—
Per Yangtze, at 9 a.m. To-morrow, the
6th inst.

For HOIHOW and HAIPHONG, (with
Mails for Pakhoi and Hanoi).—
Per Me-li, at 9 a.m. To-morrow, the 6th
inst.

For AMOY, TAIWAN, and TAMSUI.—
Per Hailong, at 9.30 a.m., on Tuesday,
the 8th inst.

For SWATOW, AMOY, & FOCHOW.—
Per Douglas, at 11.30 a.m., on Tuesday,
the 8th inst., instead of as previous-
ly notified.

For BRISBANE, SYDNEY, MEL-
BOURNE, NEW ZEALAND, &c.—
Per Menmuir, at 1.30 p.m., on Wednes-
day, the 8th inst. Private ship rate.

MAILS BY THE FANHOE PACKET.—

The French Contract Packet Ava, will
be despatched on TUESDAY, the
8th July, with Mails to and
through the United Kingdom and
Europe, via Naples, to Saigon, Straits
Settlements, Batavia, Borneo, Ceylon,
India (via Madras), Australia, New
Zealand, Tasmania, Fiji, Aden, Sey-
chelles, Reunion, Mauritius, Suez,
and Alexandria. This is the best
opportunity for forwarding Corre-
spondence to E. Africa, the Cape,
St. Helena, and Ascension.

The usual hours will be observed in closing
the Mails, &c.

MAILS BY THE TORRES STRAITS PACKET.—

The Australian Contract Packet Somerset,
will be despatched from Hongkong, on
SATURDAY, the 12th Instant, with
Mails for Singapore, Thursday Island,
Cooktown, Cleveland Bay, Bowen,
Kuppel Bay, Brisbane, Sydney, Tas-
mania, New Zealand, Fiji, and Mel-
bourne.

Correspondence cannot be Registered after
4.15 p.m.

The Mails will be closed at 4.30 p.m. Sup-
plementary mail on board with 18 cents
late fee till time of departure.

Correspondence for Southern and Western
Australia can be sent by this route if
desired, but as a general rule it is
better to send it via Galle.

Hongkong, July 5, 1879. july12

MAILS BY THE BRITISH PACKET.—

The British Contract Packet Khedive,
will be despatched on TUESDAY,
the 15th Instant, with Mails to and
through the United Kingdom and
Europe via Brindisi or Southampton;
to the Straits Settlements, Batavia,
Borneo, Ceylon, India, Aden, Egypt,
Malta, and Gibraltar.

N.B.—This Packet carries no mails for the
Australian Colonies, E. or S. Africa,
nor for Mauritius.

Quotations.

HONGKONG, July 5, 1879.

OPIUM.—New Patna, cash...\$540
" Old " cash...
" New Benares, cash, 502 1/2
" Old " cash...
" New Malwa, credit, 730
" Allowance Tels, 16
" Old Malwa, credit, 735
" Allowance Tels, 16

Exchange.

Bank, Wire... 3/8
" Demand... 3/10 1/2
" 30 days' sight... 3/10 1/2
" 4 months' sight... 3/10 1/2
Credits, 4 " 3/10 1/2
Documentary, 4 months' sight, 3/11
India, Wire... 22 1/2
" demand... 230
Shanghai, demand... 74 1/2
" 80 days' sight... 75
Gold Leaf, 99 1/2 fine... 26/10
Sovereigns... 5.13

Shares.

Hongkong Bank, 59 1/2 prem.
Union Ins. Society of Canton, \$1,800
China Traders' Ins. Co., \$1,600
North China Ins. Co., Tls. 1,250 ex div.
Yangtze Ins. Assn., Tls. 730
Chinese Insurance Co., \$280
H.K. Fire Ins. Co., \$740
China Fire Ins. Co., \$175
H.K. & W. Dock Co., 5 % prem.
H.K. & M. S.-boat Co., \$10 dis.
Shanghai Steam Navigation, Tls. 13
China Coast St. Nav. Co., Tls. 95 ex div.
Hongkong Gas Co., \$70
Hongkong Hotel Co., \$85
China Sugar Refining Co., \$140
Chinese Imperial Loan of 1874, nominal.
Do. of 1877, do.

Temperature.

(Taken at Messrs Falconer & Co.'s Premises,
Queen's Road.)

HONGKONG, July 5, 1879.

BAROMETER—9 a.m. ... 29.850
Do. 1 p.m. ... 29.850
Do. 4 p.m. ... 29.850
THERMOMETER—9 a.m. ... 84
Do. 1 p.m. ... 84
Do. 4 p.m. ... 84
Do. (Wet bulb) 9 a.m. ... 80
Do. 1 p.m. ... 80
Do. 4 p.m. ... 80
Do. Maximum ... 84
Do. Minimum ... 78

MEMOS. FOR TO-MORROW

Shipping.

10 a.m.—Yangtze leaves for Ningpo, &c.

RELIGIOUS SERVICES:—

S. JOHN'S CATHEDRAL.—The Right
Reverend Bishop Burdon; The Revd.
R. Hayward Kidd, Colonial Chaplain.
Morning Service 11, Evening 5. Holy
Communion on the 1st Sunday in the
month. Wednesday, at 6.30 p.m., Evening
Prayer and Sermon.
Military Service.—Rev. J. Henderson,
officiating Military Chaplain. At 8 a.m.
Morning Prayer, &c. Holy Communion
on the second and fourth Sunday in the
month.

UNION CHURCH.—Morning Service, at
11 a.m., Afternoon, 6 p.m.—Divine Service
in Chinese, 2-3 p.m. Every Sunday, with
communion on first Sunday of every month.
—Rev. Dr. Chalmers.
ST. PETER'S SEAMEN'S CHURCH.—Rev.
J. Henderson. Service at 8 p.m., every
Sunday and Wednesday. All seats free.
Morning Prayer and Communion on the
first Sunday in each month at 11 a.m.
ST. STEPHEN'S MISSION CHURCH.—Rev.
A. B. Hutchinson, and Rev. Lo Sam
Yuen. (All Services in Chinese.) Morn-
ing Prayer:—Liturgy, Acts-Communion,
and Sermon, at 11 a.m. Bible Class, at 3
p.m. Preaching, at 6.30 p.m. Holy Com-
munion, 1st Sunday in Chinese month.
BERLIN FOUNDLING HOME.—Service in
the German language, by Pastor E. Klitzke,
every Sunday, at half past ten a.m., in
the Chapel of the Berlin Foundling House,
West Point.
ST. JOSEPH'S CHURCH, Garden Road.—
In the morning, Mass at 8 o'clock.

General Memoranda.

TUESDAY, July 5:—

10 a.m.—Hailong leaves for Amoy, &c.
Noon.—Tenders for laying Water Pipes,
&c., received at Naval Store Keeper's.
Noon.—French Mail leaves for Ports of
Call and Europe.

Noon.—Douglas leaves for Coast Ports.

WEDNESDAY, July 6:—

2 p.m.—Menmuir leaves for Brisbane, &c.
Goods per Glengyle undelivered after this
date subject to rent.

FRIDAY, July 11:—

2 p.m.—Sale of Household Furniture, &c.,
at Mr. J. G. Smith's residence, No. 3,
Blue Building, Praya East.

SATURDAY, July 12:—

5 p.m.—Somerset leaves for Singapore, &c.

TUESDAY, July 15:—

Cohoon leaves for San Francisco.

Noon.—English Mail leaves for Ports
of Call and Europe.

THURSDAY, July 17:—

3 p.m.—American Mail leaves for Yoko-
hama and San Francisco.

THE

HONGKONG DISPENSARY,

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' Sundries, NURSERY REQUI-

SITES, TOILET REQUISITES, ENGLISH,

AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparilla
Water, and other Aerated Waters.

The Manufactory is under direct and
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commences
at 8.10 p.m.

THE CHINA MAIL.

HONGKONG, SATURDAY, JULY 5, 1879.

THERE is one point in Mr. Hennessy's
Tokio address, which will no doubt be
carefully noted by those concerned. Al-
though the distinguished speaker asserted
that it was his duty to advance the trade
of Hongkong, he plainly asks the Japa-
nese merchants why they do not enter
the field as competitors against the Chi-
nese merchants of this Colony? Again,
the Japanese Chamber of Commerce is
invited to try and attract as much as it
can of the trade from Borneo and the
Straits Settlements (including possibly
Labuan), because Japan produces the
same articles, and the land of the Rising
Sun is a thousand miles nearer China
than the British Colonies in the south.
As a leading representative of the British
Colonial Office, it is probable that such
advice is not exactly of a description that
will tend either to extend British influence
or give unqualified pleasure to the Eng-
lish Government. The mercantile inter-
ests of the Straits, Borneo, and Labuan
ought to be highly gratified with the
laudable efforts thus made to extend
English trade in these regions. There is
only one consideration which materially
modifies the feeling of regret at such an
unaccountable proceeding; and that is,
that the Chinese as a people are so im-
measurably superior to the Japanese in
business capacity that they need not fear
the competition suggested by their friend
and supporter.

The last telegram from the Cape, dated
10th June, is not at all clear, even when
one looks into the new scheme of invasion
of Zululand. It may be remembered
that the invading army was divided into
two divisions and a flying column. The
First Division under General Crealock,
having for its base Fort Pearson (near
the Tugela mouth), was to march north-
ward, keeping the low country near the
front, advancing with caution towards

Ulundi (Cetwayo's head quarters), and

entrenching each position as it advanced.
In a letter on this subject, the Daily
News correspondent states that General
Crealock would scarcely commit himself
beyond the Umlatoozi River, which is
about five miles north of Ekowe and
about half-way to Ulundi. On the
banks of this river, Crealock was sup-
posed, under the new scheme, to await
intelligence of a corresponding advance
of the Second Division from a westerly
direction towards the same central point
(Ulundi). Well, some twenty-five or
thirty miles northward of the Umla-
toosi River, in Crealock's line of march,
runs the White Umvolosi River; and
Ulundi (Cetwayo's capital) is only four
or five miles north of the latter river. If,
therefore, there is not some mistake about
the last telegram, "that General Crealock
was to cross the Umvolosi immediately,"
then the three columns of the invading
force (under Crealock, Newdigate and
Wood) must have perfected communica-
tions, and Cetwayo's head quarters must
have been within their immediate reach.
This Second Division, under General
Newdigate, which as stated was advancing
from a westerly direction upon the same
point, was arranged to first coalesce with
Colonel Wood's flying column about half-
way between Rorke's Drift and Ulundi,
and then follow the White Umvolosi
eastward to the capital. Of these intend-
ed movements we have heard that "the
British troops crossed the Buffalo," or
western boundary of Zululand, on the 1st
June, and was to continue the advance
on the 2nd; while by last advices (10th
June) General Newdigate had advanced
as far as the Selebe River, whatever that
may mean. It is, however, passing
strange that no mention has been made
of the junction of this force with Colonel
Wood's flying column. And indeed the
present state of our information concern-
ing the Zulu war clearly shows that
the telegrams are being supplied to
us by some one who knows nothing of
the subject whatever. This is to be
regretted, as, if the war, according to
Sir Stafford Northcote's statement, is to
be closed before the prorogation of Par-
liament, something definite ought now to
be reaching us concerning its more de-
cisive operations.

REUTER'S intimation that Ismail Pasha
(the ex-Khedive) and his second and
third sons, Princes Hussein and Hassan,
have left Egypt and intend to reside in
Naples for the present, is of some im-
portance. Whatever trouble might have
been given by the once powerful ruler of
Egypt, owing to discontent or chagrin,
is thus quietly done away with; and
until the changes necessary to place the
affairs of Egypt upon a satisfactory basis
have been completed, the restless spend-
thrift will be permitted peaceably to take
holiday in the lovely bay of Naples.
While the august bankrupt and detroned
ruler is thus sojourning, in com-
pliance with the request of the Great
Powers, he may ponder with profit on
the improved condition of affairs conse-
quent upon the active interest now
taken by the Powers in the things of the
kingdom which he has lately misgoverned.
If Ismail has to thank England and
France for the loss of his regal position,
he has also to remember that the Powers
manage these things much better than
his countrymen would have done. It is
more than probable that the entire
house of Ismail I. (and his house-
hold is not a small one) would have
been swept from the face of
the earth, had this little re-arrange-
ment of affairs been carried out by
the native supporters of an opposing fac-
tion. Here there is no bloodshed, no
strangulation, no poisoning—merely a
change of ruler, and a genial change of
air for the ex-ruler; and no excitement
or trouble of any kind. The bankrupt
no doubt enjoys the fullest protection of
the various European Courts, while his
assets and liabilities are being ascertained
and prudently dealt with.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]

(Per E. E. A. & Co. Telegraph Co.'s Line.)

LONDON, 2nd July, 1876.

In compliance with the request of the
Great Powers, Ismail Pasha, Princes Hussein
and Hassan, his 2nd and 3rd sons, have left
Egypt and intend to reside in Naples for the
present.

LOCAL AND GENERAL.

The next AMERICAN MAIL may be expected
here to-morrow (Sunday) by the P. M. S. S.
Co.'s steamer China.

The next FRENCH MAIL may be expected here
on Wednesday, the 9th inst., by the steamer
Amazon.

The AUSTRALIAN MAILS (via Torres Straits), may
be expected here about the 11th or 12th
instant, by the E. and A. steamer Somerset.

The Saigon-Singapore Cable has been re-
paired. Communication was stopped for
18 hours.

The departure of the P. M. S. S. China
for Yokohama and San Francisco has been
postponed until the 17th instant.

of violence; he opened the body and found the lungs in an advanced state of disease, the right one being almost useless; there was a small quantity of brownish fluid matter in the stomach in which he believed there was a trace of opium; the reaction to the tests was no slight that he could not however say positively that it was opium. Verdict "death from natural causes." The jury comprised A. A. H. Botelho, L. M. Baptista, F. H. de Azevedo.

At the Tung Wah Hospital the same jury sat on the body of Ohui Tung Tsai (26), a coolie employed at Mong Kok Tsai, who was accidentally killed by the falling of a large piece of camphor wood, about a plow weight, which he was carrying; being tripped by a stone he fell forwards on his side, his head struck a stone, and the wood he had been carrying fell on his head. Blood was flowing from several wounds in his head. Deceased was taken to Hospital and died shortly after he arrived there from injuries received. Verdict "accidental death."

Mr. MOURNIE, who was injured by the explosion at Shanghai on the occasion of the torch-light procession of the Fire Brigade when General Grant was there, is, according to advices received to-day, failing fast. The doctors state that there is no hope for him. He has a large abscess in his back, and the wound instead of healing is eating away and leaving the question of his finally succumbing only a matter of time—only a week or two, a letter says which we have before us. The case is a very sad one. There has been an official enquiry into the matter, held; for what reason we are unable to say, in private, and the finding is that the cause of the explosion was the improper mixing of the ingredients of a composition which properly mixed would have been harmless. It is said that the explosion was directly caused by the grating of the spoon on the bottom of the nearly empty tin. The whole affair is remarkably sad, and no one can but pity the young man thus suddenly cut off when he was only on the threshold of life.

DICKENS'S "Dictionary of London, 1879; an Unconventional Handbook," is one of the most remarkable little books that has ever appeared about the great metropolis; and any one who shall master its miscellaneous contents may well claim to rank with Sam Weller in that "his knowledge of London was extensive and peculiar." Beginning with a succinct explanation of the formula A1, and ending with a short description of the Zoological Garden, this little work of about 300 closely-printed pages contains more really useful information about the great city than could be thought possible in so small a space. Upon every subject imaginable the reader will find in it a condensed notice; while upon points generally dealt with by Bradshaw and others, an immense amount of valuable tables will be found into which one may dip without losing his depth. Cabs, omnibuses and tramways are all noted, and mapped out; postal districts are shown by diagrams; baths, churches, charities (which cover 14 pages), building and benefit societies, hospitals and hotels and public companies, humane society stations and police districts, law courts, inns and libraries, fire brigade and military districts, artists, newspapers, halls and public institutions, philanthropic and political societies, clubs, railway stations and religious societies, restaurants, shoeblacks and steam-forges, swimming baths, theatres and trade societies, work-houses and working-men's clubs, with many other subjects too numerous to mention, are given in this unconventional handbook. There is one feature of the book, mentioned in the preface, which is specially commendable; although the work necessarily involves the mention of names, "no payment has been received, or ever will be received, directly or indirectly, for anything that appears in the body of this book; whatever is an advertisement will always be honestly put before the public as such." In this respect, therefore, the Dictionary of London is thoroughly unconventional, and does honour to the name of Charles Dickens, the great novelist's son.

A CHINESE junk from Singapore with a cargo of tree bark, when beating into Macao harbour, was boarded by a few Customs House officials, and ordered to steer to Ribeira Grande Customs station to pay the necessary duties. Arriving there the cargo was found to weigh more than the bill of lading showed, and the Customs officials thereupon confiscated both cargo and hull. The master of the junk reported the case to the Macao Authorities, who sent the Harbour-Master to demand the release of the junk; on that demand not being attended to by the mandarins in charge he proceeded on board the junk with four water police constables and gave orders to proceed to Macao. The mandarins surrounded the junk in a minute with steam launches and war junks, and the Harbour-Master was summoned under threat of sword and gun to show by whose authority he was ordering the release of the junk. The Harbour-Master, says the *Daily Press*, from which we glean the above, deemed it prudent to return to the Governor, the *Tylo* was ordered to be ready for service; the latter vessel

garrison was strengthened, and orders given to get ready for the word to fire. But we have advices that the statements in the above account as to the *Tylo* having received orders to be ready and the garrison being strengthened, are totally without foundation. It is a pity, our correspondent says, that we had anything to do with the matter at all; because we are proved in the wrong, and our celestial friends are never slow to laugh at us when there is the slightest occasion.

A DECISION was arrived at on the 28th ultimo, by the Court of Enquiry sitting to investigate into the grounding of the S. S. *Anchises*, which we take over as follows from the *Amoy Gazette*:

Findings.—1st.—We find that the S. S. *Anchises* when leaving this Port in charge of Mr. Pilot Hauenstein, on the 30th October, 1878, struck the ground off Kellett's Spit.

2nd.—We are of opinion that the pilot is much to blame, for, had he taken the proper channel round Kellett Spit Buoy, instead of the inside, the accident would not have occurred.

3rd.—We recommend that in future the Pilots should not be allowed to take vessels inside Kellett Spit Buoy.

The report is signed by Captain W. C. Howard, Harbour Master; Captain J. Farrow, *Lin Feng*; Captain D. Barry, British barque *Falcon*; and Captain C. A. Hundewadt, German barque *Marie*.

Our contemporary also states that in consequence of the above finding, the Harbour Master has suspended Mr. Hauenstein's certificate for one calendar month.

The following is from the *Mercury* of the 1st July:

The Enquiry into the loss of the *Shumlee* has been held at Chetoo, and Captain Payser's certificate has been returned to him. Full particulars are expected by the *Amoy*. We have heard some details, but refrain from publishing them until receiving authentic intelligence.

We think it well to mention, says the *Japan Mail*, that Governor Hennessey called on Sir Harry Parkes at the British Legation within a few hours of his arrival in Japan, and that Sir Harry Parkes returned the call after his return from the country some four days afterwards. The Governor of Hongkong left on an excursion to Yenchow and Takong early on Monday last and is expected back in Yokohama this evening, (21st).

The *Hochi Shinbun* says that their Excellencies, the Ministers for Home Affairs, and Finance, were at the Foreign Office on the 18th instant, and had a consultation with the Minister of the latter office. This is supposed to be in connection with the negotiations for circulating the Japanese silver currency generally in Hongkong. No doubt the Ministers are taking advantage of Mr. Hennessey's presence to put the matter in proper shape.

The fastest passage of the Suez Canal ever made was achieved by one of our great troop-ships, the *Euphrates*, last voyage, under the charge of Admiral Willoughby, the agent in Egypt for the Government of India. She entered the Canal at 5.40 in the morning and left it at 7.45 in the evening, without going at an unusual rate or in any way disturbing the banks. The average time of passage is over 30 hours, and as many as 50 is often taken. The whole distance is only 100 miles. The resistance of the banks of the narrow channel, which only gives 72 ft. of deep water, is so great that a rate of 54 knots is all that can be got, and the curves and currents make it very difficult navigation, unless, like the *Euphrates*, the ship answers to every touch of her helm. She was the last troop-ship of the season. Thirty-four passages, either homeward or outward, have been made by these transports since October, and each has carried an average of 1,600 men. Last year the canal proved of exceptional utility on the occasion of the passage of the Indian Contingent when Admiral Willoughby put 30 ships through without a single hitch in the transit. A great improvement is very gradually being made in the Canal by the raising of the banks with stone. The old trouble, the accumulation of silt at the Port Said entrance, continues, and the biggest steam dredger in the world, a perfect mammoth in its dimensions, works day and night to keep the channel clear. Even this is only a temporary measure; but as long as only £40,000 a year is assigned to the maintenance and improvement of the whole Canal, nothing better can be hoped for.

The *Japan Mail* understands that a reply has been received to the enquiries which were lately made from Yokohama, as to what steps the British Government proposed taking for the conveyance of the English Mail between Hongkong and Yokohama, seeing that the new P. & O. contract did not provide for that service.

The answer, we hear, is that no further steps were contemplated in the matter. The manner of putting the question seems to have been unfortunate, since nothing but a strongly-urged request that the mail contract and subsidy should be continued as heretofore would have been likely to elicit a different reply from the Home authorities to the one they have now sent. It may suit the P. & O. Company to make the entire departure of their steamers from Yokohama correspond with the homeward steamer from Hongkong; but as a purely commercial line, it will not suit them to despatch their steamer from Hongkong to this solely in connection with the arrival of the outward mail at that port. We have, to-day, received an English Mail within 45 days of its London date; but we must not be prepared to hear that future mails, which might reach us in even less time, have been detained in Hongkong for a week or perhaps more. When this happens the community will doubtless feel the necessity of making more urgent appeals than the one already addressed to the British Postmaster-General; but foreseeing the certainty of such inconvenience in the future, would it not be better to make these representations now? Quickly as our homeward mails can now be delivered in London by the American route, that line affords us no alternative facility for the letters coming from England.

THE *Shanghai Courier* thus relieves his feelings:—

The home papers up to the 16th May contain apparently no mention of the death of Garibaldi, and as the death of the General was reported to have taken place on the 9th May there can be no doubt now that Garibaldi is still alive, if in but very indifferent health. We ourselves saw the telegram announcing his death in the *Idney Morning Herald*, and from that newspaper it was copied into various Australian journals. The probability is that the special correspondent of the *Herald* heard a report of the General's death and telegraphed it as a fact. He must be greatly to blame, if this is the case, for neglecting to telegraph at once a denial of the report when he found it was untrue. So far as we have observed, the London papers do not even mention a report of Garibaldi's death; indeed, they seem to be unusually silent in regard to the enfeebled patriot.

The following paragraphs are from "Advertiser," in the *Courier*, (by "Argus"):

"Achates," *mon ami*, you have not come gracefully out of that passage of arms with the linguistic "Sinensis." On receipt of his card you should have made a plain and simple apology and let the matter drop. Your adversary may, technically speaking, be a British subject, but all the world sees that at heart he is Chinese. I have read his review of Gray's book over again, and also his reply to your attack, and I am bound to say that in my opinion he has walked at least once round, and not less than twice through you. And yet I am neither a Chinaman myself, nor the mercenary supporter of an alien State.

So Captain Martin (I mean the pleasant, genial, reading, captain of the *Ichang*) has won his case, and is not to be compelled to find tiffin for his passengers. Consequently, from the tiffin which daily takes place—and a very large place—in the saloon of that steamer, he is now entitled to exclude any but his own friends. "But is this law?" say I with one clown, and answer "Ay, marry it," the law of Saint Francis himself, with the other.

I take off my hat, and the Chinese will have to bow, to the decision quoted in my last paragraph; but to the individual who penned the insolent and vulgar letter (signed "1880") in the *Daily Press* of the 13th instant, I would never raise my hand to my head, except to hold my nose as he went by.

Great poets, like great heroes, are summoned forth by great events from an obscurity out of which they might otherwise have never emerged. The Laureate of Hongkong, "H. D. G.," whose vigorous verses in honour of General Grant required my slight emendation of "battles" for "battles," has now come to the front with four more pathetic stanzas on Garibaldi. I will not quote the entire poem; but, like Confucius, I will give you one corner and expect you to deduce the other three:—

And Garibaldi's dead!
Italy's bravest son,
He lived just long enough to see
The fruits of what he'd done.

If that is not "poecry," I should like to know what is.

In Shanghai, the other evening, a young man named G. T. Schindler, in the employ of Messrs. Sayle & Co., fell off the verandah of their premises, and sustained such serious injuries that he died at about 10 o'clock the same night. A post mortem examination and inquest took place, when the finding of the jury was, that the death was accidental, and caused by injuries sustained in his falling from the verandah of the house. Deceased had been a little over two years in China, and was 22 years of age. Being a member of the Shanghai Volunteers, he was buried with military honours. Nearly seventy Volunteers, under the command of Captain Holliday, accompanied his remains, which were conveyed on a gun carriage drawn by Volunteers; the Volunteer Band playing the Dead March in front.

The Director-General of the Post Office of India has received the following letter, dated Rome the 2nd April, from the Director-General of Posts, Italy:—In reply to your letter No. 10816, dated the 14th February 1879, I have the honor to inform you that the administrations of Italian railways have already taken the necessary steps towards attaching sleeping compartments (waggons *lit*) to the express trains conveying the Indian mails between Calais and Brindisi. This service will, for the present, be provisional. The Railway Administrations will take definite steps when they have obtained the statistics of six months' trial.

THE latest news from the North, says the *N. C. D. News* June 30th, is confirmatory of the statements made by us that the steamer *Shen Zee*, belonging to the China Coast Steam Navigation Company, is likely to be a total wreck. She struck heading N.N.E., and during a gale which ensued she swung round with her head S.E. This was the position she was in on Monday when the *Amoy* arrived, with Captain Bolton, Messrs. J. Bell-Irving, C. P. Blethen, and P. V. Grant. She lies on pointed rocks, and at high tide she has twenty feet of water at her bow and fifteen feet at her stern. Her main and engine compartments are full of water, but there was little in the ballast tank. The crew had removed all her deck fittings, and on Monday she showed signs of commencing to break up. The gale had been carried away from the smoke stack which seemed ready to fall; the lower main deck, forward of the boilers, was broken up; the boilers and machinery were gradually being forced from their positions by the movement of the vessel on the rocks, each sea striking her broadside; and the masts and cabins were beginning to yield to the strain to which they were subjected. The vessel is not in a sheltered bay as was once supposed, but is exposed to all winds from the E.S.E. to W.S.W.; and our correspondent says it is thought the first gale will break her to pieces. Her Captain and crew went forward to Chetoo in the *Amoy*, arrangements having been made with the Mandarin of the district for the steamer's commander and his assistant to stay behind to look after the cargo left on shore. At Chetoo a Naval Court of Inquiry was to be held, composed of C. T. Gardner, Esq., H.M.'s Consul, the Navigating Lieutenant of H.M.'s gunboat *Esperanza*, Captain Brown of the British ship *Walla Cottle*, with Paymaster W. E. W. Markham, of H.M.'s gunboat *Swinger*, clerk of the Court. Messrs. C. P. Blethen and P. V. Grant returned to Shanghai by the *Amoy*, arriving on Saturday; and J. Bell-Irving and Captain Bolton are expected to return in the *Amoy*, due, we believe, to-day (20th).

THE "HOCHI SHINBUN" ON MR. HENNESSY.

We give the following correct translation of what the *Hochi Shinbun* of the 10th June published concerning H. E. J. Pope Hennessy, on the occasion of the Governor's arrival in Japan, and are informed that it is a most reliable rendering of the original:—

Mr. John Pope Hennessy, C.M.G., Governor of Hongkong, arrived at Yokohama on the 7th instant, accompanied by his staff and family, by the English Mail steamer "Belgie," and at once proceeded to Tokyo with the Japanese officials who had gone to meet him.

Mr. Hennessy is the sort of person, whom we have described and if the object of his visit be what we have stated, he is not a mere ordinary honorable guest, but a mediator who will make known the hitherto concealed degree of progress made by our country, and will advance our country's position to a proper height, and our countrymen ought to treat him with attention. Though the writer in the "Gazette," who is a publicist most hostile to principles of fairness and an advocate to satiety of the one-sided gain principle, has welcomed his arrival with most discourteous language, that is a course most appropriate to an Englishman who is offended with Mr. Hennessy's policy towards the Chinese at Hongkong, and need not excite our surprise. It is only necessary that our countrymen should not allow themselves to be taken in by this too easily.

THE TOKIO CHAMBER OF COMMERCE AND MR. HENNESSY.

The following is the speech of the Chairman of the Tokio Chamber of Commerce, after that body had listened to the Governor's lecture:—

On behalf of the Tokio Chamber of Commerce I have the honor to thank Your Excellency for complying with our invitation. And we beg to express our obligations for the valuable remarks and suggestions Your Excellency has made with the object of promoting still more the commercial relations between Japan, Hongkong, and Southern China. With Your Excellency's permission, I beg to say a few words in reply. Our country is the immediate neighbor of China, separated only by a narrow channel of sea, and its commerce is, as Your Excellency remarked, of special interest and value to Japan. Hongkong occupies an important position, geographically, and commercially, with respect to the two Empires, and moreover, is, so to speak, a gateway of commerce also, between Japan, and Great Britain, which latter country is the greatest nation engaged in Oriental commerce. We therefore would ask Your Excellency to observe the real position of commerce in Japan. Japan has two neighbors, on the East the United States of America, on the West, China; in the commerce with both these neighbors the balance of trade, as Your Excellency pointed out, is in our favour, but I regret to state the balance of trade between Japan and other Foreign countries, in the aggregate, is seriously against Japan, and notwithstanding the gradual progress and development of our industries, at present I cannot say our foreign commerce is as advantageous or profitable to the nation as it should be, and the revenue derived therefrom does not materially benefit our finances, to the extent that revenue of the same kind does in other countries. This state of things continually causes the mercantile community of Japan the greatest concern. Your Excellency has rightly impressed upon us, that we are ruled by a good and patriotic Emperor, and most thoughtful and able ministers. Our Government supervises our finances, encourages our industries, and promotes, as far as it is in their power to do so, the commercial development of the country. In short, they endeavour to leave nothing undone to increase our welfare, and I believe the time is not far distant when we shall occupy a commercial position, second to none in the East, if the efforts of the Government are not thwarted. If, however, the balance of trade continues against us in the future, then, this time will be almost indefinitely prolonged, not only to the detriment of Japan, but to the detriment of the true commercial interest of foreign nations; still more if our Government is hampered in securing that just and rational incidence of taxation, and that full measure of revenue, that we feel to be essential for the country, and for facilitating internal transit by which the consumer and foreign producer may be brought into closer commercial contact. There is no nation in the world which is sufficiently wealthy to supply its wants entirely from foreign markets, and also, no nation that can entirely supply its own wants independently of foreign markets, so commerce is nothing more than a barter of the products of each nation; so it is in Japan, and undoubtedly Your Excellency is wise enough to comprehend this, far better than we can. Your Excellency acknowledged to being selfish in your desire to do the best you could for British commerce, and if Your Excellency sincerely wishes to promote the real interests of the great manufacturing and shipping industries of England, then, you must recognize the necessity of encouraging the industries, and promoting the export of Japan's products; in a word, must hope that the Japanese may be prosperous enough to purchase in quantities the industries of England. If Japanese industries are allowed to prosper, it follows that the import trade will increase in proportion; on the contrary, if the industries of Japan are repressed the English manufacturers cannot expect to find a satisfactory market for their goods in Japan; so it is that either in the immediate present, or in the future, encouragement of our industries and increase in the export of our products is not only the individual interest of the people of Japan, but the real advantage also of the British manufacturers, and shippers, more so perhaps than any other foreign power, as Your Excellency's country has the greatest mercantile marine in the world. There is an old Japanese maxim that, "if men wish to profit themselves they must allow others to profit," and I believe the selfish object of Your Excellency claims, is no other than what is contained in the moral of this maxim, and is in reality unselfish. In conclusion, as regards the present commercial position of Japan, I believe we are now approaching a point of development. I regret much there are certain obstacles in the way—obstacles, the removal of which I maintain to be of vital national importance—they obstruct the development of our finances, our commerce, and our industries; and it is only natural for your Excellency, interested as you are as the Governor of one of England's most important commercial Colonies, to distinguish and to discern the nature of these obstacles, and the course to adopt to remove them; if these impediments are removed, it is palpable that all Foreign commerce, and especially British commerce and shipping in the future will be promoted, and I think that no time should now be lost, in

allowing full fair play to the commercial development of this Empire. We have not failed to observe a depression in British shipping interests of late, a depression due we believe not to any defect inherent in the trade of England, but to the condition of the markets throughout the world. That condition as far as this Empire is concerned, would be reversed by our own legitimate development, a development which would soon be traced in the increase of trade with Your Excellency's Government, and with Great Britain herself. I have only to add that we gratefully appreciate the interest you have shown in the commercial concerns of Japan, with regard to the important British colony, whose government you administer so impartially, and successfully.

Police Intelligence.
(Before the Hon. C. B. Plunket).
Saturday, July 6th.
Li Ahing, was charged with having, with others unknown, stolen a pair of shoes from the Lam Sing shop; but as the evidence was weak he was discharged.
Pan Ahing, a fisherman, was charged with assault, but the plaintiff was found to be apparently deaf and dumb, and made no attempt to explain matters. Case dismissed.
Tang Aping, coolie, was sent to fourteen days' imprisonment for having been found in the unlawful possession of a basket of coal on the Frays East.

A man named Li Awan got fourteen days' imprisonment for stealing a jacket from a woman in a brothel. He said she had pawned his, so he took hers; but he was not believed.

Five other coolies were charged with being concerned in a disturbance, and with assaulting a man. The row arose out of the water from one storey of a house leaking through the floor on those underneath. One of the prisoners who seemed to have had less to do with disturbance than the others was discharged; the others were fined \$5 each and ordered to enter into surties of \$20 or suffer six months' imprisonment.

Wong Ahing was sent to 14 days' imprisonment as a rogue and a vagabond, and ordered to be, at the end of that time, sent to his own country. He had been previously before the Court on a similar charge, when he got fourteen days' imprisonment.

Kong Sin, a coolie, was sent to jail for a month, with hard labour, for stealing \$2, the property of a man he had been sleeping along side of the other night.

Another man (Tang Ahim) was sentenced to the same term of imprisonment for stealing one opium pipe valued \$2.

JAPAN.
(Mail.)

The S. S. *Serpis*, from New York direct for Shanghai, Yokohama, and Higo, via Suez Canal, brought 20,000 packages of merchandise for this port. This is, we believe, the first through shipment by steamer from New York to this port. Some time since, the New York papers, referring to the growing importance of the trade between the United States and Japan, said that it was in contemplation to start a direct steam service via Suez, but as far as we can gather, no definite steps have as yet been taken in the matter; and such service will entirely depend on the market demands. The present import comprises about 50 tons lead, 50 bales cotton goods, cloaks, scales, drugs, medicines, kerosene and sundries.

We understand that Mr. D. A. J. Crombie has received letters by the mail to-day (21st) confirming his appointment as Agent of the Oriental Bank Corporation at Yokohama. We have to congratulate Mr. Crombie on his nomination and the Court of Directors upon their choice.

We regret to learn that a telegram has recently been received announcing the Osaka, by cholera, yesterday, of Mr. Kasano Kumakichi, the Manager of the Kyogio-shokwai. This epidemic is raging with considerable violence in the Okayama Ken (Bizen) where some three hundred cases are reported. From the Notification we print in another column it will be observed that the Governor of the Kanagawa Ken has taken prompt measures to prevent, if possible, the introduction of this epidemic into his province. We are glad to hear that no fatal cases have yet occurred in our neighbourhood, but being "forewarned is forearmed," and the foreign community, whilst avoiding all unnecessary alarm, will doubtless be glad to see that the authorities are taking every possible precaution to prevent the disease reaching Yokohama.

The Japanese ship, *Tsuyō Maru*, has been chartered by an American and is to sail shortly for Russia. As far as we can recollect, this is the first instance on record of a Japanese vessel being chartered by foreigners, and is an indication of the steady advances being made by the Japanese in commercial pursuits.

An advertisement from the Russian Vice-Consul has appeared during the past week which refers, in an official way, to a scandal that has been the subject of much talk since the departure of the last American mail. It is to be hoped that the difficulties which are said to exist in the way of justice being brought home to the absconder—referred to in the Vice-Consul's notice—may be overcome, and that the public in other countries may be duly warned of the imposition that has been practised upon Yokohama. Such events, fortunately, are of rare occurrence; but when they do occur it is advisable that—in justice to the public—they should not be hushed up.

Subscription are invited for the capital necessary for establishing a Marine Insurance Company in this port, under Japanese auspices. The amount of the capital required, is fixed at yen 500,000, and is to be divided into 5,000 shares of yen 100 each.

The ex-King of Loohoo has taken rank as one of the nobles of Japan, as far as it is possible, the change has been effected with every consideration for the things of a monarch, who now has to a his independent position. On Tuesday King Shotai, accompanied by Shoten and by about 20 retainers, received by His Majesty the Mikado the former received the nobles' party Junior Third rank (Jussami) and that of the Junior rank (Jugol). King was requested to make Tokyo residence for the future, the house of the former councillor of State, being sent to him for that purpose.

It is said that the ex-King shows many sorrows at the change which has so many fortunes, but this grief is one of the lot of a monarch, and he must suffer, and the Loohoo group have a special will, in we doubt not, that the change from a time, reconciling a man's youth.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Ava	5	Rolland	Fch. str.	2125	July	5 Messageries Maritimes	Marseilles, &c.	Mails, 8th
Bombay	5	Alderton	Brit. str.	749	Feb.	12 Kwok Acheong	Yokohama	Coast Port
China	5	Young	Brit. str.	1036	June	27 P. & O. S. N. Co.	Yokohama	Coast Port
Douglas	5	Stopani	Brit. str.	864	July	2 Douglas Laprak & Co.	Yokohama	Coast Port
Fame	5	Abbott	Brit. str.	117	July	R. K. & W. P. Dock Co.	Tamaui, &c.	Tug Plying
Hailong	5	Goggin	Brit. str.	274	July	5 Douglas Laprak & Co.	Tamaui, &c.	Tug Plying
Kiungchow	1	Marston	Chi. str.	365	May	27 Kwok Acheong	Holow & Haiphong	To-morrow
Mei-lu	2	Love	Brit. str.	181	June	30 C. M. S. N. Co.	Saloon	To-morrow
Norona	2	Cain	Brit. str.	606	May	31 Kwok Acheong	Saloon	To-morrow
Penedo	1	Haydon	Brit. str.	652	June	26 Melchers & Co.	Yokohama	Mails
Sea Gull	8	Haydon	Amer. str.	48	Mar.	24 China Traders Insurance Co.	S'pore, Calcutta, &c.	Mails
Tanaka	5	Marcelle	Fch. str.	1000	July	4 David Sassoon, Sons & Co.	Ningpo & Shanghai	To-morrow
Venice	5	Rhodes	Brit. str.	1271	July	4 David Sassoon, Sons & Co.	Ningpo & Shanghai	To-morrow
Wanki	5	Hunter	Brit. str.	265	June	25 Landstein & Co.	Ningpo & Shanghai	To-morrow
Yangtze	4	Schultze	Brit. str.	782	July	4 Stomessen & Co.	Ningpo & Shanghai	To-morrow
Zephyr	4	Heuer	Brit. str.	782	July	4 Stomessen & Co.	Ningpo & Shanghai	To-morrow
Sailing Vessels								
Ann Adamson	2	Robertson	Brit. bgo.	464	June	28 Kwong Him Woo	London	ab'deen Dock
Anguste	3	Lange	Dutch sh.	1308	June	17 Edward Schellhass & Co.	London	ab'deen Dock
Blenheim	3	Garner	Brit. bgo.	674	June	8 Melchers & Co.	London	ab'deen Dock
Canton	1	Knudsen	Brit. sh.	779	June	8 Chinese	New York	ab'deen Dock
Celia	7	Drew	Brit. bgo.	326	July	5 Douglas Laprak & Co.	New York	ab'deen Dock
Chanel Queen	2	Lachur	Brit. bgo.	609	May	24 Edward Schellhass & Co.	New York	ab'deen Dock
Charon Waitana	2	Ulrich	Brit. sh.	656	June	12 Chinese	New York	ab'deen Dock
Chasca	4	Washburn	Amer. bgo.	628	June	19 Russell & Co.	New York	ab'deen Dock
Clara Babuyan	2	Polson	Brit. bgo.	558	June	8 Borneo Co., Limited	San Francisco	ab'deen Dock
Colwyn	2	Bulman	Brit. bgo.	1180	May	31 Vogel & Co.	San Francisco	ab'deen Dock
Edward Barrow	3	Rich	Brit. bgo.	958	June	26 Captain	San Francisco	ab'deen Dock
Esperance	3	Gullian	Fch. bgo.	272	June	8 Carlowitz & Co.	San Francisco	ab'deen Dock
Fabius	2	Reeves	Brit. sh.	650	June	8 Chinese	San Francisco	ab'deen Dock
G. O. Trufant	7	Thomas	Brit. sh.	1629	June	11 Messageries Maritimes	San Francisco	ab'deen Dock
Gauntlet	2	Lucas	Brit. bgo.	686	May	17 Vogel & Co.	San Francisco	ab'deen Dock
Gohlah	2	Deutsau	Brit. bgo.	542	June	8 Captain	San Francisco	ab'deen Dock
H. Upmann	2	Weber	Ger. bgo.	426	July	5 Captain	San Francisco	ab'deen Dock
Helene	4	Volgarden	Ger. bgo.	372	June	23 Vogel & Co.	San Francisco	ab'deen Dock
Highlander	4	Hutchinson	Amer. sh.	1362	June	19 Vogel & Co.	San Francisco	ab'deen Dock
Irene	4	Yates	Amer. sh.	481	May	16 Russell & Co.	San Francisco	ab'deen Dock
Johann Smidt	2	Bosche	Ger. bgo.	433	June	29 Melchers & Co.	San Francisco	ab'deen Dock
John O. Munro	1	Summers	Brit. bgo.	612	June	28 Adamsen, Bell & Co.	San Francisco	ab'deen Dock
Lucky	2	Soderstrom	Brit. bgo.	424	June	9 Chinese	San Francisco	ab'deen Dock
Marquette	3	Thufen	Ger. bgo.	387	July	5 Weller & Co.	San Francisco	ab'deen Dock
Marquis of Argyll	5	McKeon	Brit. bgo.	500	June	11 Rozario & Co.	San Francisco	ab'deen Dock
Marian	4	Parker	Amer. bgo.	608	June	5 Adamsen, Bell & Co.	San Francisco	ab'deen Dock
Monte Rosa	3	Carter	Amer. sh.	1318	June	15 Vogel & Co.	San Francisco	ab'deen Dock
Montana	3	Schmieders	Ger. sh.	78	July	5 Stomessen & Co.	San Francisco	ab'deen Dock
Moses B. Tower	4	Hall	Amer. sh.	637	June	14 Chong Woo	San Francisco	ab'deen Dock
N. N.	2	Duydenboot	Brit. sh.	176	June	17 Edward Schellhass & Co.	San Francisco	ab'deen Dock
Nettie Merryman	2	Leslie	Brit. bgo.	595	June	27 Chinese	San Francisco	ab'deen Dock
Norseman	2	Hallstrom	Brit. sh.	717	June	8 Chinese	San Francisco	ab'deen Dock
Palma	3	Buller	Ger. bgo.	421	June	8 Stomessen & Co.	San Francisco	ab'deen Dock
Philippine	4	Southwood	Brit. bgo.	300	May	17 Rozario & Co.	San Francisco	ab'deen Dock
Pi De Ma Des	2	Saxtorph	Brit. bgo.	455	June	8 Kim Tye Loong	San Francisco	ab'deen Dock
Prince Arthur	4	Wills	Brit. bgo.	296	June	8 Edward Schellhass & Co.	San Francisco	ab'deen Dock
R. M. Hayward	4	Doane	Amer. sh.	605	June	28 Chinese	San Francisco	ab'deen Dock
Rapid	1	Steinbring	Brit. bgo.	429	June	8 Chinese	San Francisco	ab'deen Dock
Ridman	3	Scott	Brit. bgo.	740	June	19 Order	San Francisco	ab'deen Dock
San Francisco	4	Lamcken	Ger. sh.	204	June	18 Stomessen & Co.	San Francisco	ab'deen Dock
Siamese Crown	4	Jarek	Brit. sh.	539	June	22 Chinese	San Francisco	ab'deen Dock
South American	4	Knowles	Amer. sh.	1762	June	8 Russell & Co.	San Francisco	ab'deen Dock
Staut	3	Archibong	Norw. bgo.	580	June	8 Stomessen & Co.	San Francisco	ab'deen Dock
Sumatra	3	Clough	Amer. sh.	1090	Sept.	5 Russell & Co.	San Francisco	ab'deen Dock
Ta Lee	2	Hoffmann	Ger. bgo.	350	June	20 Stomessen & Co.	San Francisco	ab'deen Dock
Tartar	2	Keamena	Ger. bgo.	256	July	4 Melchers & Co.	San Francisco	ab'deen Dock
Three Kramom	1	Vorrath	Siam. bgo.	474	June	28 Stomessen & Co.	San Francisco	ab'deen Dock
Three Brothers	3	Kaloke	Brit. bgo.	387	June	18 E. Tye Horg	San Francisco	ab'deen Dock
Vale of Doon	3	Lightbody	Brit. bgo.	669	June	12 Arnold, Karberg & Co.	San Francisco	ab'deen Dock
Vigilant	3	Ross	Amer. sh.	1800	June	11 P. & O. S. N. Co.	San Francisco	ab'deen Dock
Wodan	7	Mayer	Ger. bgo.	489	June	23 Jardine, Matheson & Co.	San Francisco	ab'deen Dock
Zephyr	1	Cornford	Brit. bgo.	800	June	8 Captain	San Francisco	ab'deen Dock
WHAMPOA								
Hieronymus	1	Plance	Ger. bgo.	425	July	1 Weller & Co.	San Francisco	ab'deen Dock
Iphigenia	1	Green	Ger. bgo.	425	July	30 Captain	San Francisco	ab'deen Dock
CANTON								
Fuyew	1	Croad	Chi. str.	920	July	5 C. M. S. N. Co.	Shanghai	
Ningpo	1	Cass	Brit. str.	761	July	5 Stomessen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Lapwing	7	British	gun vessel	784	3	160	July 5	W. G. Scott
Li Tai	2	British	gun vessel	2060	...	...	June 10	Yuen
Mecanee	6	British	military hospital	2691	...	...	...	...
Midge	7	British	gunboat	465	4	120	June 1	H. Salmond
Modeste	6	British	gunboat	1910	14	850	May 22	J. G. Mead
Mosquito	6	British	gunboat	426	4	50	June 8	Lt.-Com. G. A. Grey
Sun-lee	7	Chinese	gunboat	180	5	60	June 23	J. H. Wade
Sun-lee	7	Chinese	gunboat	3020	20	...	June 18	John E. Stokes
Victor Emanuel	6	British	Commodore's flag-ship	3087	2	...	...	Commodore Smith

HONGKONG, MACAO AND CANTON RIVER

Name.	Tons.	Captain.	Owners.	Name.	Tons.	Guns.	H. P.	Commander.
Johang	700	Ogeton	Butterfield and Swire	An-lan	221	7	70	J. Godall
Kin Shan	457	...	H. C. & M. S. Boat Co.	Chen-jui	80	3	20	A. Walker
Kiu Kiang	617	Cary	H. C. & M. S. Boat Co.	Chen-to	221	7	70	Stewart
Pawan	1890	Benning, A.	H. C. & M. S. Boat Co.	Ching-on	120	2	40	Chinese Admiral
Sir J. Jejeebhoy	184	...	Kwok Acheong	Ching-po	180	6	60	...
Spark	140	Lefavur	H. C. & M. S. Boat Co.	Chun-tung	150	2	40	...
Sung Ting	814	Hawthorne	H. C. & M. S. Boat Co.	Li-shi	80	4	20	...
White Cloud	260	Hayland	H. C. & M. S. Boat Co.	Peng-shon-hai	600	4	120	C. H. Palmer
Yotal	160	Brown	Kwok Acheong	Quang-on	120	4	40	Li Ping Tye
				Shen-chi	180	5	60	H. Wade
				Sui-tung	180	4	60	J. Calder
				Tching-tung	180	6	60	Bessard
				Tsing-po	100	8	40	Ching

FOOCHOW SHIPPING IN PORT.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ben Glos	for London	British	gun vessel	784	3	160	July 5	W. G. Scott
Douglas	for Hongkong	British	gun vessel	2060	...	...	June 10	Yuen
Hae An	for Shanghai	British	gun vessel	2691	...	...	...	...
Merionethshire	for London	British	gun vessel	784	3	160	July 5	W. G. Scott
Monarch	for London	British	gun vessel	2060	...	...	June 10	Yuen
Syria	for London	British	gun vessel	784	3	160	July 5	W. G. Scott
Terrot	for London	British	gun vessel	2060	...	...	June 10	Yuen

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Black Prince	for Melbourne	British	gun vessel	784	3	160	July 5	W. G. Scott
E. O. Mutch	for Hongkong	British	gun vessel	2060	...	...	June 10	Yuen
Salama	for London	British	gun vessel	784	3	160	July 5	W. G. Scott
Undaunted	for London	British	gun vessel	2060	...	...	June 10	Yuen

HONGKONG MARKET PRICES.

Corrected to Saturday, July 5th, 1879.

At 1080 Cash per Dollar Mexican.

Butcher Meat.		Price.	Chinese Names.	Price.
Bacon, English, lb.	450	400	來路烟猪肉	70 60
" Ame. Sugar cured, "	250	220	花旗烟猪肉	100 90
" Foochow, "	200	180	福州烟猪肉	80 70
Beef, sirloin and prime cut, cy.	170	160	尾龍扒	110 100
Beef Corned, catty	140	130	燒牛肉	120 —
" Roast, "	150	140	湯牛肉	500 400
" Soup, "	90	80	牛肉把	80 70
" Steak, "	150	140	牛腩	110 100
Bullocks' Brains, per set	50	40	牛腩	110 100
" Tongue, fresh, each	300	270	牛心	120 —
" " corned, "	300	270	牛心	120 —
" Head, "	750	700	牛肩	120 —
" Heart, "	130	120	牛腰	120 —
" Hump, Salt, catty	130	120	牛尾	120 —
" Feet, each	50	45	牛肝	120 —
" Kidneys, "	60	50	牛肚	120 —
" Tail, "	100	90	牛頭	120 —
" Liver, catty	80	70	牛頭	120 —
" Tripe (undressed), catty	55	45	牛頭	120 —
Calves' Head and Feet, set	600	500	牛頭	120 —
Hams, American, lb.	320	300	花旗火腿	120 —
" Chinese, "	250	220	金華火腿	120 —
" English, "	380	350	金華火腿	120 —
Mutton Chop, "	180	160	羊腩	120 —
" Leg, "	180	160	羊腩	120 —
" Shoulder, "	140	120	羊腩	120 —
Pigs' Chitlings, catty	70	60	豬蹄	120 —
" Feet, "	110	100	豬蹄	120 —
" Fry, "	120	110	豬蹄	120 —
" Head, "	90	80	豬蹄	120 —
" Heart, each	60	50	豬蹄	120 —
" Kidneys, "	90	80	豬蹄	120 —
" Liver, lb.	120	110	豬蹄	120 —
Pork, Chop, catty	150	140	豬蹄	120 —
" Corned, "	140	130	豬蹄	120 —
" Leg, "	150	140	豬蹄	120 —
" Fat or Lard, "	110	100	豬蹄	120 —
Sheeps' Head, and Feet, set	450	400	豬蹄	120 —
" Heart, each	45	40	豬蹄	120 —
" Kidneys, "	70	60	豬蹄	120 —
" Liver, "	140	130	豬蹄	120 —
Sucking Pigs, "	\$2.25	\$1.50	豬蹄	120 —
Suet, Beef, lb.	120	—	豬蹄	120 —
" Mutton, "	120	110	豬蹄	120 —
Sweet Bread, catty	130	120	豬蹄	120 —
Veal, "	140	130	豬蹄	120 —
Poultry.			生口	
Capons, catty	200	180	鐵雞	120 —
Doves, each	110	100	班鳩	120 —
Ducks, catty	110	100	鴨	120 —
Eggs, Hen, doz.	100	—	鴨蛋	120 —
Fowls, catty	180	170	雞	120 —
Geese, "	110	100	鵝	120 —
Partridges, each	800	280	鵲	120 —
Pigeons, each	140	130	白鴿	120 —
Rabbits, live, Canton, "	700	600	白鴿	120 —
Turkeys, Cock, catty	600	450	省城火雞	120 —
" Hen, "	350	300	火雞	120 —
Fish.			海鮮	
Bombay Ducks, per hundred	220	200	肚魚乾	120 —
Bream, catty	100	90	鯽魚	120 —
Carp, "	100	90	鯉魚	120 —
Catfish, "	60	40	赤魚	120 —
Codfish, Salt, "	160	—	鹹魚	120 —
Crabs, "	70	60	蟹	120 —
Cuttle Fish, "	70	60	墨魚	120 —
Daos, "	80	70	黃魚	120 —
Cog Flab, "	60	50	跌沙	120 —
Shells, Congor, "	70	60	海蜆	120 —
" Fresh water, "	100	90	淡水蜆	120 —
" Mille Flab, "	80	70	刺水蜆	120 —
resh Fish, Large, "	140	130	大鮮魚	120 —
" Small, "	80	70	小鮮魚	120 —
aroups, "	130	120	石斑魚	120 —
udgcon, "	110	100	白哈魚	120 —
urnard, "	100	90	紅黃魚	120 —
addock, "	100	90	黃魚	120 —
errings, fresh, "	70	—	黃魚	120 —
" smoked, box	\$1.00	—	煙黃魚	120 —
ing Crab, each	140	—	生魚	120 —
ve Flab, catty	180	120	龍蝦	120 —
obsters, "	120	110	鱸魚	120 —
ullet, "	70	60	鰱魚	120 —
arrot Flab, "	100	90	鰱魚	120 —
urch, "	80	70	頭魚	120 —
ke, "	110	100	鱸魚	120 —
saice, "	80	70	花鰱	120 —
omfret, White, "	110	100	白鰱	120 —
omfret, Black, "	100	90	黑鰱	120 —
awns, "	100	90	明蝦	120 —
y, "	70	60	琵琶	120 —
ook Fish, "	90	80	石斑	120 —
oach, "	110	100	魚	120 —
ark young, "	60	50	魚	120 —
lmor, Canton, "	110	100	魚	120 —
It Flab, "	120	90	魚	120 —
ate, "	70	60	魚	120 —
Fruits.			菓子	
Alourites, catty	50	40	石栗	120 —
Apples, California, "	400	250	舊金山平菓	120 —
Bananas, fragrant, Canton, "	25	20	舊金山平菓	120 —
Chestnuts, "	120	110	舊金山平菓	120 —
Cocoanuts, each	50	45	舊金山平菓	120 —
Currants, bottle	400	350	舊金山平菓	120 —
Dates, bottle	500	400	舊金山平菓	120 —
Flgs, Dried, box	750	—	舊金山平菓	120 —
Lemons, China, catty	100	90	舊金山平菓	120 —
Liches, common, "	30	20	舊金山平菓	120 —
" Black Leaved, "	40	30	舊金山平菓	120 —
" Dried, "	200	160	舊金山平菓	120 —
" Small, "	35	30	舊金山平菓	120 —
" Thorny Skinned, "	40	30	舊金山平菓	120 —
" Viscid, "	80	—	舊金山平菓	120 —
Limes, Saigon, "	100	—	舊金山平菓	120 —
Loong Ngan, Dried, "	400	800	舊金山平菓	120 —
Mangosteen, Singapore, each	25	20	舊金山平菓	120 —
Mangoes, Manila, each	70	50	舊金山平菓	120 —
" Canton, catty	50	40	舊金山平菓	120 —
Musk Melons, "	20	—	舊金山平菓	120 —
Oranges, (Coolie) Canton, "	60	50	舊金山平菓	120 —
" Sweet, "	160	120	舊金山平菓	120 —
Papaw, "	40	30	舊金山平菓	120 —
Peach, "	50	40	舊金山平菓	120 —
" Hami, "	60	50	舊金山平菓	120 —
" Eagle beaked, "	110	100	舊金山平菓	120 —
Pears, Nanking, "	100	—	舊金山平菓	120 —
" Russet, "	40	—	舊金山平菓	120 —
Pine-apples, Singapore, each	70	60	舊金山平菓	120 —
" Funt, "	50	40	舊金山平菓	120 —
Plantains, common, catty	20	—	舊金山平菓	120 —
Plums, "	40	30	舊金山平菓	120 —
" dark-red, "	30	20	舊金山平菓	120 —
" Juicy, "	50	40	舊金山平菓	120 —
" Nanhwa, "	60	50	舊金山平菓	120 —
Prunes, Dried, bottle	300	250	舊金山平菓	120 —
Pumelo, Oblong, each	80	—	舊金山平菓	120 —
Raisins, Muscatel, bottle	600	500	舊金山平菓	120 —
Rose Apples, catty	50	40	舊金山平菓	120 —
Tamarinds, catty	60	50	舊金山平菓	120 —
Walnuts, "	100	90	舊金山平菓	120 —
Wang Pi, "	80	50	舊金山平菓	120 —
Water Chestnuts, com, "	80	—	舊金山平菓	120 —
" Mandarin, "	60	50	舊金山平菓	120 —
Water Melon, "	20	10	舊金山平菓	120 —
Vegetables.			菜蔬	
Asparagus, tin	450	400	龍鬚菜	120 —
Beans, sprout, catty	20	15	芽菜	120 —
" broad, "	40	30	面豆	120 —
" French, "	70	60	邊豆	120 —
" Long, Dolicho, "	40	30	豆角	120 —
Beet Root, each	20	15	紅白菜	120 —
Brussels, "	20	15	紅白菜	120 —
Brinjals, catty	18	15	紅茄	120 —
Cabbage, Shanghai, each	120	100	上海椰菜	120 —
" Turnip, S'hai, "	20	15	上海芥蘭	120 —
Carrots, catty	60	50	紅蘿蔔	120 —
Chery, Chinese, "	40	—	本地芹	120 —
Chilies, Dried, "	100	80	辣椒	120 —
" Fresh, "	40	30	新鮮花	120 —
Cucumbers, "	10	—	黃瓜	120 —
Curry Stuf, English, "	60	50	加厘材料	120 —
Egg Plant, "	15	12	矮瓜	120 —
Ginger, old, "	40	30	薑	120 —
" young, "	50	—	新薑	120 —
Gourd, snake, "	25	20	絲瓜	120 —
Green Sprouts, "	20	15	芥蘭	120 —
Horse Radish, Shanghai, "	200	—	唐生菜	120 —
Lettuce, Chinese, "	40	30	來路生菜	120 —
" English, each	10	—	粟米	120 —
Maize, Green corn, head	20	15	荷蘭	120 —
Mint, bunch	10	—	薄荷	120 —
Okra, catty	50	40	毛茄	120 —
Onions, Bombay, "	80	70	洋蔥	120 —
" Green, "	20	15	生葱	120 —
Parsley, Chinese, "	50	—	芫荽	120 —
" English, bunch	10	5	芫荽	120 —
Potatoes, Japanese, catty	50	25	洋芋	120 —
" Masao, "	40	35	日本芋	120 —
Radishes, White, "	80	25	白蘿蔔	120 —
Sesamum, "	70	60	芝麻	120 —
Shalots, "	80	—	蔥	120 —
Squash, bottle	20	10	葫瓜	120 —
" bitter, "	20	15	苦瓜	120 —
" hairy, "	20	10	節瓜	120 —
" long crooked, "	25	20	水瓜	120 —
Tomatoes, "	50	40	番茄	120 —
Water Lily Roots, catty	80	25	蓮藕	120 —
Yams, "	70	60	蓮藕	120 —
Water Caltrop, "	80	—	角菱	120 —
G. L. ORLEY, Inspector of Markets.				
Printed and published by G. L. ORLEY, at the China Press, No. 2, Cross Street, Singapore.				